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Maintenance

**DEPOT MAINTENANCE ACTIVATION
PLANNING (DMAP)**

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This instruction partially implements Air Force Policy Directive (AFPD) 21-1, DODI 5000.2, AF Sup 1, and AFMCR 800-30, Logistics Depot Maintenance Interservice. It prescribes responsibilities for formulating and implementing DMAPs for new systems, subsystems, equipment, munitions, and major modifications. It applies to HQ AFMC; all AFMC air logistics centers (ALCs); AFMC Product Centers; Aerospace Guidance and Metrology Center (AGMC); Det 10, SMC, Norton AFB, CA, Det 25, SM-ALC, Colorado Springs, CO, Det 35, OO-ALC, Kadena AB, Japan. It does not apply to US Air Force Reserve or Air National Guard units or members.

SUMMARY OF CHANGES

This issuance aligns the instruction with AFPD 21-1; changes all office symbols throughout the instruction; deletes AFALD responsibilities; incorporates AFSC responsibilities into the appropriate AFMC organizations; adds Air Staff and Inspector General (IG) requirements; adds Integrated Weapons System Management (IWSM) requirements; updates list of abbreviations; updates terms; and updates references.

1. Depot Maintenance Activation Planning.

- 1.1. Depot maintenance activation planning requirements are defined through the systems engineering and, in particular, through the logistics support analysis (LSA) process.
- 1.2. Develop a DMAP for each depot activation. Include participating Service's requirements in the DMAP for joint service programs.
- 1.3. Implement programming and budgeting action in support of the DMAP and track DMAP actions through a network analysis tool.
- 1.4. Establishes the Maintenance Activation Planning Team (MAPT) and the Depot Maintenance Activation Work Group (DMAWG).

2. Organizational Responsibilities.

- 2.1. HQ AFMC/LG:

2.1.1. Identifies major acquisition programs impacting workload posturing for increased management attention. Selected programs must be identified to the appropriate ALC/AGMC management.

2.2. HQ AFMC/LGP.

2.2.1. Accomplish the following in order to get decisions that will lead to the early establishment of the MAPT for involvement in the DMAP:

2.2.1.1. When AFMC is the implementing command, obtains from the AFMC System Program Director (SPD) identification of all new acquisitions with depot maintenance repair potential for New Start DTA and DMI studies. This information should be provided as soon as possible but no later than the beginning of the Engineering Manufacturing Development (EMD) phase. This should result in early identification of a SOR depot that will get the MAPT involved in DMAP activities.

2.2.1.2. Acts as OPR for depot maintenance activation policy.

2.2.1.3. Provides the HQ AFMC/LG position on logistics support strategies and concepts that affect depot maintenance decisions and milestones to the appropriate SPD, and MAPTs. Reviews implementation plans and DMAPs as required.

2.2.1.4. Helps the SPD implement interservice requirements as stated in AFMCR 800-30.

2.2.1.5. Notifies the SPD, and other concerned offices of the status and outcome of DMAP-related decisions that affect their areas of responsibility.

2.2.1.6. Coordinates on DMAPs submitted by SPD.

2.2.2. At the ALCs and AGMC:

2.2.2.1. The ALC and AGMC OPRs for DMAP publish necessary supplements to this instruction and send a copy to HQ AFMC/LGP.

2.2.2.2. The SPD at the ALCs or the logistics manager (LM) at AGMC:

2.2.2.2.1. Helps the program office formulate recommendations for repair levels, SE, technical manuals, personnel requirements, and facility criteria. Additionally, program management at the center is responsible to assist in evaluation of the contract deliverables, i.e., schematics, drawings, Technical Order Verification (TOV), and Prototype activities. For example, the SPD or LM will participate in LSAR reviews, critical design review (CDR), and RLA review, and will give technical advice for assigned hardware (AFMCR 800-28). Additionally, ensures maintenance participation in the maintenance planning of new start programs.

2.2.2.2.2. Helps the program office finalize depot maintenance activation plans with maintenance personnel prior to Milestone III, the Production Decision.

2.2.2.2.3. Helps the respective common support equipment (CSE) manager budget for and acquire CSE according to DODI 5000.2, AF Sup 1. The LM at AGMC helps the CSE SPD in this effort.

2.2.2.2.4. Accomplishes the determination of source, maintenance, and recoverability (SMR) codes, except for AGMC. This is done as a prelude to DMAP activities (AFMCR 800-28).

2.2.2.2.5. Provides for initial spares and repair parts via the provisioning process. This does not apply to AGMC.

2.2.2.2.6. Works with the MAPT to prioritize the order in which depot repair capabilities are to be activated based on depot workloading, available contractor repair, available ICS funding, and projected reparable generations.

2.2.2.2.7. Works the problems identified by the MAPT to the Depot Maintenance Activation Working Group (DMAWG) on depot activation delays.

2.2.2.2.8. Works with the MAPT and establishes a coordinated network analysis scheduling system for planning and tracking depot activation actions (paragraphs 2.2.2.5.5 and 2.2.3.10).

2.2.2.2.9. Supports the MAPT by jointly determining status reports for those planning elements that may adversely impact depot activation. Programs with depot activation concerns will be raised to the Business Development Committee (BDC) for resolution.

2.2.2.2.10. Provides the MAPT information on government-furnished resources and specific depot maintenance activation schedules.

2.2.2.2.11. Coordinates on DMAP activities. (para 2.2.3.7).

2.2.2.2.12. Coordinates the respective DMAPs with HQ AFMC/LGP and participating ALC/AGMC MAPT members.

2.2.2.3. The manager for standard CSE:

2.2.2.3.1. Helps the system program office formulate recommendations for the maintenance plan. This includes recommendations concerning the use of CSE. These will be coordinated through the prime system SPD.

2.2.2.3.2. Helps the SPD develop the DMAP as it relates to SE.

2.2.2.3.3. Helps the SPD determine if existing standard CSE currently in use at depot repair facilities can be used to support the system or item.

2.2.2.3.4. Funds and acquires CSE according to DODI 5000.2, AF Sup 1.

2.2.2.4. The ALC/AGMC Financial Management Director:

2.2.2.4.1. The ALC/AGMC Financial Management Director will assign a logistics manager as the team lead for the MAPT who will ultimately be responsible for the MAPT functions.

2.2.2.4.2. Organizes a MAPT made up of representatives from applicable support organizations and the applicable Product Divisions.

2.2.2.4.3. Coordinates the DMAPs (para 2.2.3.7).

2.2.2.4.4. Attends DMAWG meetings. The MAPT provides representation to working groups such as the DMAWG, and other meetings, and reviews that are relative to their maintenance activation planning effort.

2.2.2.4.5. Supports development of the depot maintenance activation segment of the appropriate Integrated Logistics Support (ILS) program elements, including network anal-

ysis, according to DODI 5000.2, AF Sup1.

2.2.2.4.6. Briefs the DMAWG on the status of the MAPT, outlined in paragraph 2.2.2.5 below.

2.2.2.4.7. Coordinate activation activities with other ALC organizations as necessary to support the new workload acquisition.

2.2.2.5. The MAPT:

2.2.2.5.1. Reviews pertinent planning documents and establishes a strong interface with the appropriate product division pre-production planning team (AFMCR 66-61).

2.2.2.5.2. Determines the requirement for additional industrial plant equipment.

2.2.2.5.3. Review facility requirements and monitors status on preparation of new/modi-fied facilities identified via the Facility Requirements Plan (FRP) and identifies them to the base civil engineering or Plant Management Division (TI).

2.2.2.5.4. Evaluates personnel and training requirements.

2.2.2.5.5. Reports MAPT planning efforts to the DMAWG for inclusion in the Logistics Support Analysis Record (LSAR) reviews and the coordinated MAPT network analysis scheduling system for planning and tracking respective depot activation actions (paragraph 2.2.3.10).

2.2.2.5.6. Maintains the current status of all depot support equipment and the planning or progress of installations, checkout, and demonstration of equipment.

2.2.2.5.7. Maintains the status of the depot training program.

2.2.2.5.8. Initiates, maintains and coordinates with the local Technical Order Management Agency (TOMA) on depot technical order (TO) verification plan that provides for timely verification of depot TOs.

2.2.2.5.9. Monitors the status of provisioning.

2.2.2.5.10. Monitors the requisitioning of CSE, bulk items, and common tools.

2.2.2.5.11. Provides the Product Management Directorate the monthly status of the DMAP activities.

2.2.2.5.12. Works with the SPD to prioritize the order in which depot repair capabilities are to be activated based on the criticality of the specific items within a program.

2.2.2.5.13. Works any depot activation by highlighting concerns to the DMAWG and ensuring the business planning process is kept informed. The SPD will address and take action to correct problems identified to them from the MAPT.

2.2.2.5.14. Identifies to the SPD AFMC concerns for inclusion in the depot activation sta-tus reports.

2.2.2.5.15. Gives the SPD information on government-furnished resources and specific depot maintenance activation schedules.

2.2.2.5.16. Provides HQ AFMC/LGP the baseline or updated implementation plan and the status of the DMAP activities. The initial implementation plan called for in the HQ

AFMC/LGP SOR notification letter will be prepared by the ALC/AGMC according to AFMCR 800-30, appendix C. Some of the elements that the initial implementation plan will include but not be limited to are: SE delivery, test software, technical data, facilities, training, first article produced, and depot activation data. Upon establishment of the formal coordinated network analysis scheduling system, the initial plan will be updated as required.

2.2.2.5.17. Ensures all ALC/AGMC organizations affected by the new workload are active participants during the activation process (safety, environmental, production, flight test, planning, scheduling, software, facility, training, etc.).

2.2.3. The SPD:

2.2.3.1. Supports the Program Manager (PM) in making sure depot maintenance requirements are identified and funded, and that data is delivered to the Air Force in a timely manner so agencies requiring it can do planning and make related depot maintenance decisions.

2.2.3.2. Coordinates the SPD generated schedules and data requirements.

2.2.3.3. Coordinates with other agencies (contractor and government) on their schedule and data requirements regarding depot maintenance activities.

2.2.3.4. Performs the following tasks delineated in DODI 5000.2, AF Sup 1 and the Integrated Weapons System Management (IWSM) Guide:

2.2.3.4.1. Chairs the DMAWG.

2.2.3.4.2. Develops a DMAWG charter and has ultimate responsibility for the DMAP by coordinating the program specific logistics support activities. These activities include the following:

2.2.3.4.2.1. Reviews contractors Repair Level Analysis (RLA) and participates in repair level decisions. Identifies all SE (initial and replacement) by SE recommendation data (SERD) for program application per DODI 5000.2, AF Sup 1.

2.2.3.4.2.2. Participates in selecting SE by providing data to the SE engineers on existing SE. Coordinates, with the assistance of Product Management Directorate engineering and maintenance planning personnel, on contractor SERDs.

2.2.3.4.2.3. Supports TO development including their coverage and their interrelationships.

2.2.3.4.2.4. Implements HQ AFMC/LG approved organic and contract support strategies (AFMCR 66-48).

2.2.3.4.2.5. Identifies and recommends candidates, as required, for ICS [AFR 800-21 (AFI 63-111, pending)] when an organic SOR objective has been established.

2.2.3.4.2.6. Works with HQ AFMC/LG and XR on changes in maintenance concepts and recommends these changes to the using command (AFPD 10-6).

2.2.3.4.3. Helps the PM, operating commands, and any other supporting commands develop input to the DMAP. Within the joint responsibility, the specific responsibilities of the SPD are:

- 2.2.3.4.3.1. Ensure the most cost effective quantities, locations, mixes, and need dates for SE are determined.
- 2.2.3.4.4. Maintains surveillance over all programming and budgeting activities in support of DMAP.
- 2.2.3.4.5. Advises the PM whenever the budget may be insufficient to implement the DMAP. If necessary, with AFMC/FMI, develops alternative funding strategies and assesses their impact upon program accomplishment. Advises HQ AFMC/LGI of budget shortfalls that may effect depot activation.
- 2.2.3.5. Gets HQ AFMC/LG and XR coordination on logistics support strategies and concepts that affect depot maintenance decisions and DMAP implementation milestones as prescribed in the applicable 66- and 800- series publications and supplements.
- 2.2.3.6. Ensures, through the DMAWG and the MAPTs, the development of depot maintenance activation segments of the appropriate ILS program elements, including network analysis, according to DODI 5000.2, AF Sup 1 for government-furnished equipment (GFE) and material for which the program office is responsible for funding.
- 2.2.3.7. Coordinates the DMAPs with HQ AFMC/LGP, and participating ALC/AGMC MAPTs.
- 2.2.3.8. Submits Joint Logistics Commanders (JLC) Form 27, DMI Candidate Information; JLC Form 28, Depot Repairable Items List; and JLC Form 44, Rationale for Organic or Commercial Repair of New or Postured Items, to HQ AFMC/LGP to initiate the DMI study on new system acquisitions, as soon as possible upon DTA completion but no later than 90 days after the award of the Engineering Manufacturing Development (EMD) contract or the equivalent milestone (AFMCR 800-30). Data requested here and in paragraph 2.2.3.9 below is essential to getting a final SOR decision. This allows for timely establishment of the MAPTs to work the DMAPs.
- 2.2.3.9. Submits JLC Form 29, Depot Technical Publication/Engineering Drawings; JLC Form 30, New/Unique Depot Support Equipment Requirements; JLC Form 31, Projected Depot Workload (Peacetime); and JLC Form 32, Projected Depot Workload (Mobilization), no later than completion of baseline Logistics Support Analysis (LSA) for more in-depth support of a required study associated with the DMI process when/if requested by JDMAG. (AFMCR 800-30)
- 2.2.3.10. Accomplishes network analysis to assess depot activation and program schedule milestones. Maintains integrated schedules identifying the depot maintenance resources for which the program office is responsible for providing (spares, SE, technical data, training, and facilities). Provides these schedules to the DMAWGs and MAPTs. With the MAPT, sets up a coordinated network analysis scheduling system for planning and tracking respective depot activation actions (para 2.2.2.5.5).
- 2.2.3.11. Assesses the equipment, data, facilities, funding, etc., impacts of the high priority depot activations identified by the SPD and the ALC/AGMC on the DMAPs and business objectives.
- 2.2.3.12. Works with MAPT to prioritize the order in which depot repair capabilities are to be activated based on the criticality of the specific items within the program. Depot workload,

available contractor repair, available ILS funding, projected reparable generations, weapons system MIEC criteria (AFR 400-35) will be considered in establishing the criticality (paragraph 2.2.2.5.12). Additionally, the ease of becoming depot activated should be considered with the intent to get more items off of ICS.

2.2.3.13. Works the problems identified by the MAPT to the DMAWG on depot activation delays.

2.2.4. Responsibilities of Product Centers.

2.2.4.1. Program Offices:

2.2.4.1.1. Designate an OPR to provide staff assistance for the MAPT and DMAPs.

2.2.4.1.2. Identify all new acquisitions with depot maintenance repair potential to HQ AFMC/LGP for new start DTA and DMI studies.

2.2.4.1.3. Assist the SPD and JDMAG, as appropriate, to accomplish the DMI study.

2.2.4.2. Program Manager (PM):

2.2.4.2.1. Accomplish the following tasks, which supplement and compliment the PM responsibilities delineated in DODI 5000.2, AF Sup 1.

2.2.4.2.1.1. Is responsible for all ILS elements and makes sure the SPD accomplishes the responsibilities in paragraph 2.2.3.

2.2.4.2.1.2. Initiates and implements the DMAP as part of the overall program acquisition and ILS process.

2.2.4.2.1.3. Makes sure applicable activities program and budget for logistics resources, such as support equipment (SE), spares, facilities, and technical data, to enable implementation of the DMAP.

2.2.4.2.1.4. Highlights any budget decisions and shortfalls that may effect depot maintenance activation.

2.2.4.2.2. Ensures depot maintenance data requirements are funded, contracted for, and delivered to the Air Force in a timely manner so that appropriate agencies can plan and make related depot maintenance decisions. This data may also be used for recompetition.

2.2.4.2.3. Ensure the production contract supports the depot maintenance activation plan and schedule. The PM will also provide funding for all data and hardware required to implement the DMAP.

3. Formulating the DMAP.

3.1. Formulating the DMAP and contract strategy in support of depot maintenance, preparation for depot maintenance activation planning and implementation will include:

3.1.1. Review the Integrated Logistics Support Plan (ILSP) that briefly describes the maintenance plan and the DMAP. The ILSP will detail the contractor's integrated logistics support planning, and government activities and the schedule by which these activities are to be completed (DODI 5000.2, AF Sup 1).

3.2. Review the EMD request for proposal (RFP) which will:

- 3.2.1. Provide the details and timing of information required and to be delivered in support of depot maintenance activation planning, including possible requirements for ICS.
- 3.2.2. Require that contractor's detailed approach to maintenance planning and the DMAP be described in the contractor's System Engineering Management Plan (SEMP) and Integrated Support Plan (ISP), if appropriate.
- 3.2.3. Identify data that the government requires the contractor to furnish for maintenance planning and the DMAP, including a Facility Requirements Plan (FRP).
- 3.3. Depot activation planning will include:
 - 3.3.1. LSA and LSAR review according to MIL-STD-1388-1 and 2.
 - 3.3.2. An iterative RLA, based on the RLA prepared at the time of the preliminary design review (PDR). Preliminary repair level decisions are made according to AFMCR 800-28. These decisions will be reassessed at the critical design review (CDR) and during the coding and provisioning conference. During the reassessment, the SPD will concur in the repair level decision. The user may also be involved since those decisions will be reflected in the SMR coding process.
 - 3.3.3. Definition of support subsystem design requirements concurrent with weapon hardware development. This includes requirements for SE technical manuals, personnel, and facilities. For example, SE recommendations identified in the LSA must, if possible, be delivered for government review not later than CDR and documented in the LSAR.
- 3.4. Formal depot maintenance activation planning will begin as soon as possible following milestone II, EMD approval, and will include:
 - 3.4.1. The formal establishment of the DMAWG not later than the start of EMD. The group will be made up of representatives of those activities responsible for the DMAP (HQ AFMC/LGP; ALC/FM/L_/TI; AGMC/ ML/FM; and the system program office (SPO)). The SPD organizes and chairs the group. If more than one ALC/AGMC representative is appointed to the DMAWG, one will be designated as the spokesperson for that installation. The Air Force SPD should make sure that the Army, Marine Corps, and Navy DPMLs or Assistant Program Manager for Logistics (APML) are members of the DMAWG on joint service programs and will invite them to be active participants in DMAP activities. Upon request, the DMAWG chair will provide status to HQ AFMC/LGP.
 - 3.4.2. Generation of an initial DMAP which will be published no later than 30 days after the PDR RLA is completed.
- 3.5. DMAP implementation will include:
 - 3.5.1. The resources required by the DMAPs. These resources will be obtained in a timely manner according to the schedules in respective detailed implementation plans (paragraph 2.2.2.5.16).
 - 3.5.2. The DMAPs, which will be updated either annually, as a minimum, or as significant engineering and funding changes occur. New resource requirements necessary to accommodate changes in repair levels must be identified and documented in the LSAR (MIL-STD-1388-2). Appropriate planning and management action must be initiated immediately by the DMAWG and MAPTs. This status is to be reported to the local business development committee.

3.5.3. Participating activities reporting the status of the DMAP implementation to the DMAWG chair so that variances can be determined and adjustments made. Reporting is exempt from Report Control Symbol (RCS) according to AFR 4-38, Chapter 2 (AFI 37-124, pending).

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Attachment 1

GLOSSARY OF REFERENCES, ACRONYMS, AND TERMS

References

OMB Circular A-76, Performance of Commercial Activities
DODI 5000.2, Defense Acquisition Management Policies and Procedures
AFR 4-38, Management and Control of Information Reports Requirements (AFI 37-124, Pending)
AFI 21-111, Reliability Centered Maintenance Program (AFR 66-14)
AFI 63-111, Contractor Support for Systems and Equipment (AFR 800-21)
AFI 65-601V1, US Air Force Budget Policies and Procedures (AFR 172-1V1)
AFPD 10-6, Mission Needs and Operational Requirements Use Agreements (AFR 57-1)
AFR 66-7, Depot Maintenance Posture Planning and Workload Management
AFR 400-35, USAF Mission Item Essentially Code for Managing Air Force Logistics Resources
AFMCR 66-48, Depot Maintenance Posture Planning
AFMCR 66-61, Operational Planning
AFMCR 523-1, AFMC Mission Assignment Policy
AFMCR 800-28, Repair Level Analysis (RLA) Program
AFMCR 800-30, Logistics Depot Maintenance Interservice
MIL-STD-1388-1, Logistics Support Analysis
MIL-STD-1388-2, DoD Requirement for a Logistics Support Analysis Record

Acronyms

AFIT-Air Force Institute of Technology
AGMC-Aerospace Guidance and Metrology Center
ALC-Air Logistics Center
AMARC-Aerospace Maintenance and Regeneration Center
APML-Assistant Program Manager for Logistics
ATE-Automatic Test Equipment
CDR-Critical Design Review
CLS-Contractor Logistics Support
CSE-Common Support Equipment
DMAP-Depot Maintenance Activation Plan
DMAWG-Depot Maintenance Activation Working Group
DMI-Depot Maintenance Interservice

DPEM-Depot Purchased Equipment Maintenance
DPML-Deputy Program Manager for Logistics
DTA-Decision Tree Analysis
EMD-Engineering Manufacturing Development
GFE-Government-Furnished Equipment
ICS-Interim Contract Support
ILS-Integrated Logistics Support
ILSM-Integrated Logistics Support Manager
ILSP-Integrated Logistics Support Plan
IM-Item Manager
ISP-Integrated Support Plan
JDMAG-Joint Depot Maintenance Analysis Group
LM-Logistics Manager
LRU-Line Replaceable Unit
LSA-Logistics Support Analysis
LSAR-Logistics Support Analysis Record
MAPT-Maintenance Activation Planning Team
MIEC-Mission Item Essentially Code
OID-Organizational, Intermediate, and Depot
ORD-Operations Requirement Document
OPR-Office of Primary Responsibility
PDR-Preliminary Design Review
PM-Program Manager
PMD-Program Management Directive
RFP-Request for Proposal
RLA-Repair Level Analysis
SE-Support Equipment
SEMP-System Engineering Management Plan
SERD-Support Equipment Requirements Document
SMC-Space and Missile Systems Center
SMR-Source, Maintenance, and Recoverability
SOR-Source of Repair

SPD-System Program Director
SSM-System Support Manager
SPO-System Program Office
SRU-Shop Replaceable Unit
TO-Technical Order

Terms

Business Development Committee (BDC)—Functions as the single depot maintenance business planning activity for each ALC, AGMC, and AMARC. The BDC operates with a charter and membership as prescribed in AFMCR 66-48. Their primary focus is addressing, resolving or elevating issues associated with new or existing depot workloads, infrastructure, industrial funding, and corporate business decisions affecting both near term and long range planning.

Contract Depot Purchased Equipment Maintenance (DPEM)—Contract DPEM is a method used to supplement in-house maintenance capabilities by placing depot workloads with a contractor [AFR 172-1, Vol 1 (AFI 65-601V1, pending) and AFR 800-21 (AFI 63-111, pending)].

Demonstration and Validation (DemVal)—A phase of the acquisition process in which the systems approach, design, and capabilities are better defined, critical technologies are demonstrated, proven critical processes are attainable, and prototyping, testing, and early operational assessment of critical systems, components, and technologies are accomplished so as to identify and reduce risk and assess the most promising design approach or approaches.

Depot Level Maintenance—The level of maintenance consisting of those on- and off-equipment maintenance tasks performed using the highly specialized skills, sophisticated shop equipment, or special activities of a supporting command at a logistics center, centralized repair facility, contractor repair facility, or, in some cases, at an operating location. Maintenance performed at a depot may also include organizational and intermediate level tasks as negotiated between operating and supporting commands.

Depot Maintenance Activation Plan (DMAP)—A plan, developed by the SPD, showing the events and schedules required to achieve a depot maintenance capability for specified systems, equipment, and resources. This plan will include consideration for contractor support requirements as well as organic and interservice requirements.

Depot Maintenance Activation Working Group (DMAWG)—A group of representatives from the activities involved in activating a depot maintenance capability for individual systems and equipment.

Depot Maintenance Interservicing (DMI)—An interservice process to select site specific depots to perform maintenance support (AFMCR 800-30). Reviews are done by a joint service forum to ensure consideration of all services' depot capabilities.

Depot Maintenance Source of Repair (SOR) Decision tree Analysis (DTA)—The DTA process (AFR 66-7 (AFI 21-102, pending), AFMCR 66-48) is used to decide whether organic or contractual depot resources should be used to support depot maintenance requirements. The process implements Office of Management and Budget (OMB) Circular A-76, Performance of Commercial Activities. To permit on-time depot activation planning and reduce dependence on interim contractor support (ICS), this decision process should normally occur no later than the Engineering and Manufacturing Development (EMD) phase of an acquisition program.

Engineering and Manufacturing Development (EMD)—A phase of the acquisition process in which design stabilization is the primary objective. Additional objectives are to establish configuration control of the system design and its processes and focuses efforts on finalizing and completing designs, elimination or significant reduction in risk, development testing and the beginning of operational testing.

Facility Requirement Plan (FRP)—The FRP provides the information that drives the entire facility acquisition program. The facility requirement plan is prepared by the system contractor through application of DI-S-6173, Facility Requirement Plan, called out in the statement of work and Contract Data Requirements List (CDRL). A preliminary FRP should be submitted by the contractor prior to the end of the Dem/Val phase. The plan can provide information on all facilities required to support a new system program throughout the life cycle of system development, acquisition and operation, such as: operational, depot and training facilities, or may be tailored to provide information on those facilities of interest during a single phase of the program. While at this stage of the program the information contained in the document are preliminary; it will provide a means to justify or update previous facility and cost estimates.

First Article—A procedure to test and evaluate a new or modified product for conformance with specified contract requirements before or in the initial stage of production under a contract. It also validates and verifies the repair facility's capability to correctly perform checkout procedures and identify faults.

Operational Requirements Document (ORD)—A document initiated by the using MAJCOM during Phase 0, Concept Exploration and Definition, following a successful milestone 0 decision, that addresses operational requirements. The supporting command depots reviews the ORD and provides the depot support requirements to the operating command.(AFPD 10-6).

Initial Support Equipment—Support equipment (either common or peculiar) acquired to support sustainment of new principle items.

Integrated Product Development (IPD)—IPD is a philosophy that systematically employs a teaming of functional disciplines to integrate and concurrently apply all necessary processes to produce an effective and efficient product that satisfies customers' needs.

Interim Contract Support (ICS)—A preplanned, temporary support alternative for the initial period of operational use of new Air Force weapons systems, equipment, or modifications for which eventual organic support is planned [AFR 172-1 (AFI 65-601V1, pending) and AFR 800-21 (AFI 63-111, pending)].

Joint Depot Maintenance Analysis Group (JDMAG)—A joint Service organization that conducts applicable reviews or DMI studies, as provided for in the DMI program AFMCR 800-30).

Logistics Support Analysis (LSA)—The selective application of scientific and engineering efforts undertaken during all the life-cycle phases of the system or equipment. It is part of the system engineering and design process to assist in complying with supportability and other integrated logistics support (ILS) objectives (MIL-STD-1388-1).

Logistics Support Analysis Record (LSAR)—That portion of the LSA documentation consisting of detailed data pertaining to the identification of logistics support resource requirements of a system or equipment (MIL-STD-1388-2).

Material Group Manager (MGM)—The generic title for an individual in an AFMC Material Group who is ultimately responsible and accountable for decisions and resources in overall material group

management.

Maintenance Activation Planning Team (MAPT)—The team is established using the philosophy of the Integrated Product Development (IPD). The MAPT is the ALC/AGMC executor of coordinated DMAWG policy. The ALC/AGMC Financial Management Directorate is responsible for establishing the team to include participants from the Product Directorates. The Financial Management Director will appoint the chairperson who will ultimately be responsible for the MAPT function and will represent the MAPT both internal and external to the center.

Maintenance Concept—A description of maintenance considerations and constraints submitted as part of the acquisition process. It is initially developed by operating commands and refined from Milestone I through Milestone III by the implementing command with the supporting and operating commands. It is introduced for design consideration, refinement and revision in the concept exploration phase of each new system, equipment, or modification. The maintenance concept defines where (organizational, intermediate, or depot (OID)) tasks will be performed. When refined and definitized by the LSA, repair level analysis (RLA), DTA, and DMI processes it becomes the maintenance plan [AFR 66-14 (AFI 21-111, pending)] for each level of maintenance (OID).

Maintenance Plan—A plan that evolves from the maintenance concept [AFR 66-14 (AFI 21-111, pending)]. It prescribes maintenance actions, including intervals; repair levels and locations; personnel numbers and skills; technical data; tools; equipment; facilities; spares and repair parts for each significant item of a system or equipment. During Demonstration and Validation (DemVal) the operating, implementing, and supporting commands initiate the development of the maintenance plan. The ALC/AGMC pre-production planning and prototype/first article efforts must be adequately addressed in setting the depot activation date for the organic capability (AFMCR 66-61). Information for the plan should be extracted from the data within the LSAR (MIL-STD-1388-2).

Product Center—A center that is responsible for research, development, test evaluation, and initial acquisition of technology, systems and related equipment for the Air Force.

Prototype—The first full-scale functional form of a new system, subsystem, or component, on which the design of subsequent production items is patterned.

Replacement Support Equipment—Support equipment (either common or peculiar)

System Program Director (SPD)—The individual directing an AFMC System Program Office (SPO) who is ultimately responsible and accountable for decisions and resources in overall program execution of a military system.

System Support Manager (SSM)—The lead individual at an AFMC logistics center responsible for depot support when the single manager (SPD, PGM, or MGM) is located at another center.